

ABSTRACT

A supplemental restraint for a primary vehicle restraint system for an auto-rack railroad car which reduces or eliminates movement of the vehicle in
5 the auto-rack railroad car. The supplemental restraint is adapted to be positioned on a grating between the tire of the vehicle and the primary restraint. One embodiment of the supplemental restraint includes a body and an expander connected to the body. After the primary restraint is locked in place on the grating, the expander of the supplemental restraint is expanded.
10 The expansion causes a more secure engagement between the tire and the primary restraint. This causes a high level of engagement between the tire and the primary restraint system indirectly through the supplemental restraint. The supplemental restraint also maintains a higher contact area on the tire regardless of the position of the primary restraint.

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